

Him



newman Rivers. Lay-Out (1) the vast rampart of Amery with the great ice-flow (2) Edward Feuz slide, all set for the ascent A. O. Wheeler (left) and L. C. M. S. Amery, outside the Banff Springs set prior to setting out with a pack train to locate the peak.

men who were repairing a wall, of the harmless patients, apparatus in the work was push-wheelbarrow along upside down. "friend," said a kind-hearted, gently, "you should turn your on your life," replied the patient and it over yesterday and they jeks in it."—American Boy.

Your Land

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& CO'Y Seeds

Contract Let For Paving Lambton St.

Standard Paving Company Has Already Commenced Work Near C. N. R. Station.—Bruce Street and Part of Lambton Street Contracts Not Yet Accepted.

At the regular monthly meeting of the Town Council on Tuesday night the contract for the paving of Lambton street, with the exception of that portion from Garafra street to the bridge, was awarded to the Standard Paving Company and work commenced yesterday morning digging out the roadway near the C. N. R. station. From the bridge to Bruce street corner the pavement is to be 28 feet wide with curb and gutter, and 20 feet with shoulder and open ditches from Bruce street to the railway tracks. Objection by the ratepayers adjacent to the street held up the letting of the contract for the work from the main corner to the bridge. The ratepayers do not want to sign for more than 39 feet, but it is the general opinion around town that this is too narrow as it will not provide for adequate parking space. A width of 34 feet is considered at any length other than to listen to the arguments pro and con put forth by some of the ratepayers interested. Some there are who maintain that 20 feet is sufficient, while others want a 24-foot width with curb and gutter. Another hitch is the installation of a storm sewer to take away the surface water. This is a real necessity, but there seems to have been some misunderstanding. The ratepayers on Bruce street have stated that their understanding of the scheme was that Lambton street was to be drained with flush sewers and that the residents of Bruce street were being required to build a storm sewer to take away the water of both Lambton and Bruce street and pay for draining it westward to the natural watershed at College street. Inquiry amongst members of the Council by The Chronicle brings out the information that the Bruce street residents are required only to drain their own street and that the moving of the water from the foot of Bruce is to be a town improvement and paid for out of the general tax rate of the town. A subsequent conversation with residents of Bruce street shows that there would be very little exception taken to this scheme and that had this part of the programme been known little time would have been lost in getting down to business and securing the necessary signs.

Will Build Wig-Wag

An order from the Railway Board was placed before the Council confirming the finding of the Commission and the erection of the wig-wag signal at the Garafra street crossing is ordered to be completed inside of 90 days. The expense of erection, upkeep and maintenance of this signal is to be borne 40 per cent by the Grade Crossing Fund, the balance to be paid equally by the Railway Company and the Department of Public Highways.

ASTRONOMERS MEET IN ANNUAL SESSIONS

New Estimate Places Sun 98,000,000 Miles From Earth.

About 90 delegates from all parts of the United States and Canada were in attendance recently when the American Astronomical Society opened a three-day convention at the Dominion Observatory.

One of the most interesting of the first papers read was that of Dr. Ludwig Silberstein, whose deductions in the course of a treatise on new determinations of the curvature radius of space led him to estimate the distance of the earth from the sun at more than 98,000,000 miles.

The chair was taken by E. W. Brown of Yale University, President, who briefly welcomed the delegates, and recalled that it was just 18 years since the society had last met in the Capital of Canada.



WILL NOT RACE

The United States has withdrawn its only Schneider Cup entry from the race because of its inability to prove airworthiness sufficiently warrant its being sent to England. Above is Lieut. Alford J. Williams, who was to have piloted the plane.



WINS AGAIN
Walter Hagen, British Open Golf Champion, who this week won the Great Lakes Open Golf Championship.

Pleasant Motor Trip To Western Canada

Lorne Allan Tells Chronicle Readers of Interesting Trip from Durham to Saskatchewan.—Met Many Former Residents of Vicinity.

August 25, 1929.
Leaving Durham on August 12 at 2 o'clock in company with Alfred Watson, Thomas Atchison, John Graham and myself in a 1928 Pontiac coach, we travelled east to Barrie, arriving at Bracebridge at 8 o'clock that evening, a run of 132 miles of good gravel roads. We stopped at a tourist camp which cost us 75c. Leaving Bracebridge at 6 o'clock Tuesday morning, we travelled through a very pretty tourist country covered with lakes and rivers. We arrived in North Bay at 2 o'clock, a very pretty town, but did not stay. We travelled through some of the wildest country you could look at. Anyone wanting thrills driving a car should take this route passing through Sturgeon Falls. Arriving at Sudbury at 7:30 Tuesday evening (85 miles west of North Bay) we stayed in a tourist camp over night, leaving at 7:30 Wednesday morning. We arrived in the Canadian Soo at 6:30 that same evening in a fine rain and stayed at a hotel over night as it was too wet to set up camp. Here we parted company with Mr. Graham as he stops over on a visit with his son Donald.

Leaving the Soo at 8:15 Thursday morning, we crossed the St. Mary's River on the ferry and travelled westward to a pretty little town, Newberry, in Northern Michigan, a distance of 75 miles on first class red clay roads through burnt-over bush but growing green as far as your eye could see. We arrived at Marguerite, a very pretty place on Lake Superior, stopped at a tourist camp and left at 6 o'clock Friday morning and drove through to Superior, a distance of 300 miles. As the places were nearly 100 miles apart we did not wish for any car trouble. We stopped at a camp and left in the morning at 5:30; had to pay 25c. toll to cross the river, a long hard climb up get out of Duluth and on to Warren, a run of 280 miles. Warren is a small town in Northern Minnesota where we stopped Saturday night. We ran into some very good crops of grain, but getting dryer as we came west. We left Warren Sunday morning and arrived in Winnipeg at one o'clock where my sister Katie, (Mrs. John Gibson) lives, also a brother Jim. Had a fine visit and left Monday noon by way of Portage La Prairie. Very good crops in Southern Manitoba. Arrived at Brandon at 7 o'clock Monday evening. Left Brandon at 6 o'clock Tuesday morning, arrived at Grenfell at noon and visited the Morrison and Irwin families, formerly of Egremont. Continued our journey westward to Regina where we arrived at 6:30 Tuesday night. The crops around Regina are pretty nearly a complete failure. We called on Mr. William Hamilton, brother of David, near town, and the Brown Brothers, formerly of Holstein. Regina is growing very fast. Here we parted with Mr. Atchison, as he went on to Pennant, Sask., to his brother's.

We travelled north to Seaman where Sam Watson, brother of Alf, lives. His wife was Mary Irwin, formerly of Egremont. We stayed here until the next morning, leaving Seaman at 8 o'clock. We had dinner at Watrous, a summer resort 82 miles southeast of Saskatoon, where Billie Whitmore of Egremont runs a hotel and mineral bath. We met Tommy Sproule, brother of Mrs. Roy Lawrence. A company is erecting a \$1,000,000 bath and sanatorium there. Arrived in Saskatoon at 1 o'clock and stayed till next morning; arrived in Speers at noon where we find the crops light. This ends a trip of 2210 miles.

LORNE ALLAN.

ISN'T IT THE TRUTH?

The easiest way to gather the facts for an autobiography is to run for office or to sue for divorce. Endurance fliers have their reward if only the privilege of riding that long without getting bawled out. And where are the wise birds who thought Lindy a fool for turning down chances to get rich in vaudeville? In all lands and ages there is a respect for the man who gets a respectful bow from the paying teller. If he says "no" in a quiet, pleasant way, he isn't sure of himself and you may try again.

Cars In Collision Wrecked Gas Pump

Tuesday Morning Accident on Durham Front Street Was Exciting While It Lasted, But No Serious Damage Was Done.—Two Michigan Motorists Had Narrow Escape.

Tuesday morning about 10 o'clock Durham's new pavement enjoyed its first spill when a Michigan tourist returning home from a trip along the Bay hit another car turning out from the curb, turned to the centre of the road, went over on its side when the brakes were applied, and slid into the gas tank in front of George McLaughlin's garage. The gas tank was moved from its moorings, the top glasses knocked off and broken and the connecting pipes disconnected so that it will be useless as a filling station until repairs are made. The Michigan car had the top matted up, the fenders bent and other minor scratches but was able to proceed on its way after the investigation by Traffic Officer Hood was completed.

The Michigan car was the property of Miss Pearl Mende and was being driven by Elmer Goetsch, both of Detroit. The car at the curb was owned and driven by Mr. Albert Livingstone of Dornoch. Mr. Livingstone says he had stopped at the curb and was pulling down toward the McLaughlin garage when the Michigan motorist drove in sight and crashed into his front fender. A blown-out tire was his only damage. Mr. Goetsch claimed that he was driving at about 20 miles an hour and that Livingstone pulled out in front of him, giving him no chance to save. He had turned his car toward the centre of the road but when he applied his brakes it overturned and crashed into the pump. Both Mr. Goetsch and Miss Mende were taken out of the wreck by spectators and were fortunately unhurt.

Traffic Officer Hood was got in touch with the result of the investigation was that both were to blame and the Michigan tourists, whose car was fully insured, agreed to pay for the damage done the tank.

WESTERN CROPS ARE VERY POOR

Letter From Manitoba Tells of Conditions Among Farmers in That Section.—Crops Away Below Average.

The Western wheat crop has been a matter of discussion for the past few weeks in the daily press of the country but from the contradictory dispatches it was rather hard to form an opinion. This week Mr. James Burt received a letter from his nephew, Mr. James Barrett of Bagot, Manitoba, which would show that in this section, at least, the crops are considerably below the average. Mr. Barrett's letter, too, would indicate that he regard himself as better off than some of his neighbors.

He threshed his wheat some days previously and got from 20 to 25 bushels to the acre. Oats were a complete failure, and where he had 2,000 bushels last year, the amount of his 1929 crop is about 800 bushels. There has been no rain in that section for weeks and no prospects. There is a real water scarcity and while he himself is not so badly off there are cases where his neighbors have no water even for themselves and have to haul it in from outside.

The potato crop is poor, almost a total loss, especially in the earlier planted crops. Generally speaking the gardens are 100 per cent loss and Mr. Barrett tells of going out to Portage La Prairie and buying garden stuff in order to feed his threshers.

Mr. Burt says that if his nephew is in poor luck regarding his crop yield he shudders to think of some of the others, as Mr. Barrett is a good farmer and can get a crop is given anything like an even chance.

LIST OF ACCIDENTS SHOWS INCREASE

Industry in Ontario has broken all previous records in the number of accidents reported to the Workmen's Compensation Board, there having been 8,538 accidents reported in July of last year the reports to the Compensation Board for October, 1928, which was the highest previous record since the commencement of the Act in 1915. The total cases numbered 43 for July as against 40 in July, 1928.

The total benefits awarded in July amounted to \$716,640.26, of which sum \$592,615.36 was for compensation to injured workers or their dependents, and \$124,024.92 for medical aid. In July of last year the total benefits awarded amounted to \$513,600.48.

E. B. Morley, general manager of the Industrial Accident Prevention Association, speaking of these figures, says that many of the reports to the Compensation Board relate to minor injuries which, in former years, were considered only as first-aid cases. The records of the Compensation Board show that forty-nine per cent of the allowed claims involve payment for medical aid only.

OBITUARY

MRS. PHILIP BROWN

Mrs. Philip Brown of Egremont Township, who underwent an operation for appendicitis and gall stones in the Durham hospital on August 21, passed away on Thursday last and the funeral was held from the residence of her sister, Mr. and Mrs. Eugene Weppier, Durham, on Sunday afternoon. The service was in charge of Rev. Mr. Longhalz of Aytun and interment was made in the Lutheran cemetery at Aytun.

The late Mrs. Brown was born in Normanby Township 31 years ago and was in her 81st year. She was married to Mr. Brown twelve years ago by whom she is survived. There was no family. Mrs. Brown had been ailing for the past ten years but about three weeks ago was brought to Durham hospital suffering with appendicitis. An operation was the only hope held out for her recovery, but with other ailments she was unable to stand the shock of the operation and passed away eight days after it was performed. Since their marriage Mr. and Mrs. Brown had lived on the 14th Concession of Egremont.

Surviving, besides her husband, are one brother and five sisters, Albert Kraft, Normanby; Mrs. Eugene Weppier, Durham; Mrs. William Manto, Bentinck; Mrs. William Fritz, Normanby; Mrs. Albert Lembke, Warton and Sadir in Toronto.

The late Mrs. Brown was a woman held in the very highest esteem and many of her old friends in Egremont and Normanby were present at the funeral obsequies last Sunday.

BERNICE DAVIS

Word was received here last week by Mrs. William Ritchie, Mill street, of the death at her home at Albion Ridge, Alberta, of her granddaughter, Bernice Davis, ten years old, who passed away on the 21st ult. from an attack of scarlet fever. With her mother, and sisters Viola and Evelyn, and a brother Edgar, she was taken down with the disease, and while the others recovered, Bernice, who had a weak heart, was not able to withstand the ravages of the attack and passed away. Mr. Davis is well-known here in the Edge Hill section and Mrs. Davis was before her marriage Eva Ritchie, daughter of Mrs. W. Ritchie of this town.

DONALD McLEAN

Following an illness of only a few days, Mr. Donald (Dan) McLean for the past eighteen years a well-known and esteemed resident of the town, passed away in Durham hospital on Tuesday from an attack of heart trouble. Mr. McLean was 66 years of age and he remarked to a friend that it was the first time in his life that he was forced to take to his bed for some months. It was not until last Friday that he was taken back and ordered to his bed by his physician. His condition was not regarded as serious at first and it was expected he would be around again in the course of two or three weeks, and his daughter, Mrs. Victor Catton of Grimsby, who spent the week-end here, visited him at the hospital, where he had been removed on Sunday and where he appeared quite bright and cheerful. On Tuesday Mrs. McLean was with him and had conversed quite cheerfully for a time, but passed away suddenly without a struggle.

The late Mr. McLean was born in Bentinck near Mulock, where he grew to manhood and where he resided until 1895 when he moved to Shallow Lake. He moved to Durham 18 years ago and has since been a resident of this town. He was a carpenter by trade, and was one of the old school—efficient and painstaking, and any work undertaken and completed by him was of a high order and much above the average. We doubt if there were any better wood-workers in a wide area than the subjects of this sketch, and in health his services were in demand for particular work.

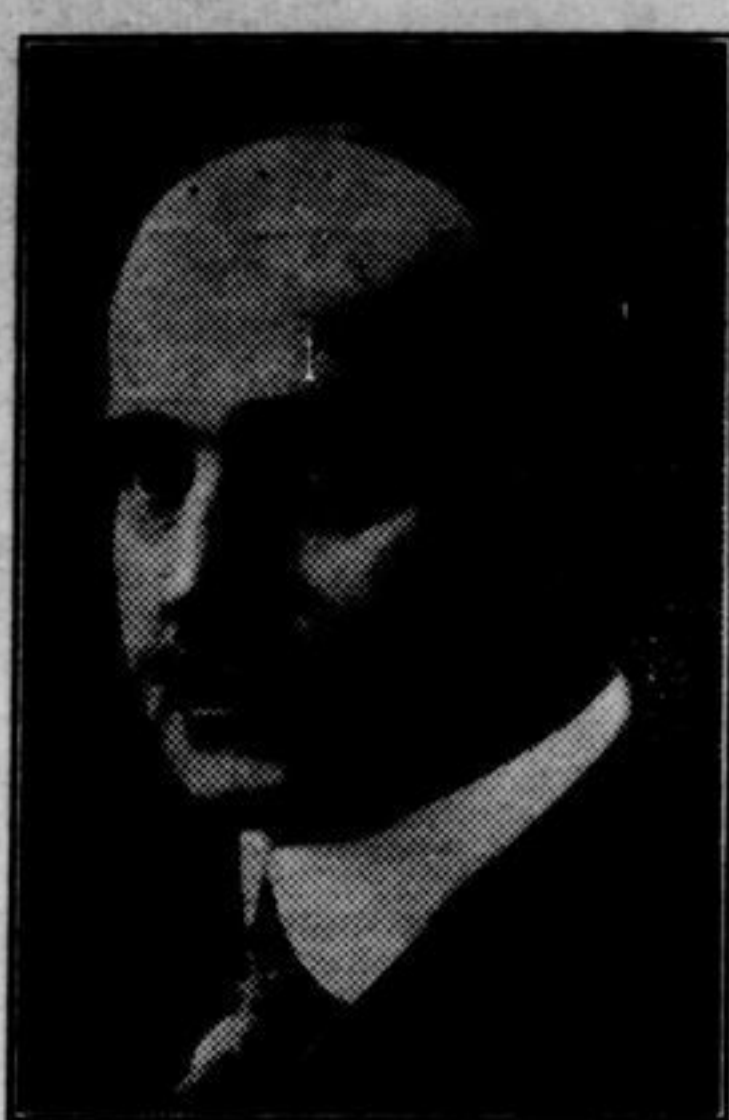
Forty-two years ago he was married to Miss Jane Boyd of Bentinck, who survives with a family of one son and three daughters: Cecil, with the Royal Air Force at Camp Borden; Mrs. Charles Moore (Margaret), Durham; Mrs. Victor Catton (Jane), Grimsby, and Mrs. (Dr.) C. L. Grant (Edith), Stratford. Three children predeceased him some years ago. Surviving also are two half-sisters and three brothers: Miss Flora McDonald, Bentinck; Mrs. Malcolm McLean (Sarah), in Saskatchewan; Alex. and Donald McDonald in Bentinck, and Hector McDonald at Rocanville, Sask. Mr. McLean survived his aged mother by only three years.

The remains were taken to the home of his daughter, Mrs. Moore, here, from where the funeral will be held this afternoon, interment to take place in Durham cemetery. The deceased, was a Baptist in religion, having been associated with the church for many years, and since coming to Durham with the local congregation, in the absence of the pastor, Rev. J. T. Priest, the services will be conducted by Rev. Wallace Johnston, of Glamis, formerly of Holstein, and a close friend of the deceased during his residence at Shallow Lake.

The pall bearers will be Messrs. Thompson Boyd, Samuel Boyd, A. C. McDonald, Bentinck, Duncan McLean, Gleneig, A. E. Cording of Georgetown and D. B. McParlane of Durham.

JOHN QUINN

Mrs. David McAuliffe received word on Monday of the death that day at his home in Sault Ste. Marie, of Mr. John Quinn, her brother-in-law, who passed away from heart failure. The deceased, who was 65 years of age, is



Revolutionize Steel Industry

Robert Turnbull, well known Canadian manufacturer, of Welland, Ontario, who has invented a new electrical reduction process by which it is expected the vast low grade Canadian iron ore deposits, especially those of Ontario, may be utilized.

survived by his wife, formerly Miss Nellie Fogarty of Gleneig, and one daughter. Previous to moving to the Soo Mr. and Mrs. Quinn resided for some years at Ottawa. Interment was made Wednesday morning in the R. C. cemetery at Sault Ste. Marie.

DOROTHY M. REID

Dorothy Marguerite, the eldest daughter of Mr. and Mrs. Thomas Reid, seven years of age, passed away Sunday evening last after only a few days' illness. Besides her parents she is survived by three brothers and one sister, who have the sympathy of the community in their loss. The funeral was held Monday afternoon at 1 o'clock, the service being taken by Rev. H. S. Fiddes of the Queen Street church. Interment was in Durham cemetery.

MRS. J. M. BENTON WILLOUGHBY

After an illness of ten weeks, Mrs. J. M. B. Willoughby, a former very highly respected resident of Durham, died in the Arnott-Ogden hospital at Elmira, New York, on Sunday last, following an operation for removal of pus from a cavity alongside her right lung. Mrs. Willoughby was taken ill and confined to her bed on the 3rd of July and on the 17th of August was taken to the hospital for treatment. An operation was decided on as the only hope and this was performed on the 22nd ult. From the first her condition was regarded as very serious, and though only slight hope was entertained for her recovery there was a chance that with an operation she could recover. In her weakened condition, however, she was unable to withstand the shock and passed away on Sunday last. A short service was held at the Wilson funeral home in Elmira on Sunday evening and at 2 o'clock Sunday morning the funeral cortege left Elmira by motor on the long journey of 350 miles for Durham, arriving here about 2:30 Tuesday afternoon. The remains were taken to the home of her old friend, Mr. and Mrs. John Crutchley on Albert street, where they remained until 1:30 yesterday afternoon when they were taken to the Queen Street United church where the funeral service was conducted by the Rev. H. S. Fiddes. During the service favorite hymns of the deceased were sung. Interment was made in the family plot in Durham cemetery.

The late Mrs. Willoughby was born at Burntwood, Staffordshire, England, on the 12th of May, 1861. On May 17, 1883, she was united in marriage to the late William Henry Benton, and taken away two sons they came to Canada in 1890 and after a few months' residence in Chesley settled in Durham. Mr. Benton died on the 18th of September, 1900, and was buried in Durham cemetery.

On October 21, 1914, she was married to Mr. George Willoughby and in June 1920 moved to Elyria, Ohio, so as to be near her two sons who were living there. In 1922 the family moved to Elmira, N.Y., and have lived there ever since. The deceased was a member of the First Methodist church, Baldwin street, Elmira. She has lived an earnest and sincere Christian life and has always been an active church worker, as her many old friends in Durham can testify. She was an active church worker in all the branches of the church and while here was for years connected with the work among the younger members of the church and also conducted an interdenominational class which held weekly meetings and was a power for good among those of tender years. She was a woman most highly regarded by all creeds, and the large attendance at her funeral here was a fitting close to a useful Christian life.

Mrs. Willoughby is survived by her husband, Mr. George Willoughby, and by two sons, Harry W. Benton, of Hartford, Conn., and Ben Benton of Cleveland, Ohio, all of whom were in attendance at her bedside during her last illness and accompanied the remains to Durham. During the trip Mrs. Willoughby was accompanied by her son, Mr. Stephen Wilson, who was an old and tried friend of the family.

Besides her family she is survived by four brothers, William Bott of Owen Sound; Fred Bott, Elmwood; James Bott, Craik, Sask., and Ben Bott of Redcliff, Alberta. The pall bearers were all old friends of the deceased: Messrs. Hugh McOrne, W. Glass, Dr. Wolfe, Anthony Holmes, John Crutchley and Frank Irwin.

Official Opening Next Monday Night

Durham's New Provincial Highway Connecting Link Will Be Officially Opened by Hon. G. S. Henry, Minister of Highways.—Occasion to Be Marked by Gala Night of Dancing and Music.

At their regular meeting on Tuesday night the Town Council set Monday of next week, September 9, as the day for the official opening of the new pavement on Garafra street. In a communication to the Council Hon. G. S. Henry accepted the invitation of the Council to be present and perform the opening ceremony and already committees are at work preparing a programme for the evening's fun that is to follow.

Preparations are being made for music for both round and square dancing and it is altogether likely that a god band will be engaged to furnish music for those who do not dance. At this stage of the game it is impossible to publish the programme, but it is the intention to put on a good one so that the opening ceremony here will be long remembered.

EGREMONT MAN WAS INJURED IN ACCIDENT

John Vessie, Near Holstein, in Orillia Hospital in Serious Condition.—One Rumor Stated That He Had Died.

Mr. John Vessie of Egremont, a man of about 70 years of age, is in the hospital at Orillia rather badly injured as the result of a motor car accident that occurred near that town a week ago last Monday. It seems that he was in a head-on collision with a car driven by a girl and as a result the occupants of both cars had to be taken to the hospital. Mr. Vessie left here only a few days previously on a motoring and fishing trip to Muskoka. For a couple of days this week there was a persistent report in circulation that he had passed away, but as this was not confirmed and nothing could be found out about it there is a good chance that, like Mark Twain, Mr. Vessie's death was "greatly exaggerated".

On hearing of the accident and the serious condition of Mr. Vessie, Mr. and Mrs. Dave Eccles of Egremont, the latter a sister of the injured man, went to Orillia but have not yet returned.

FOSHAY INTERESTS ENTER GREY COUNTY

Shallow Lake Fears Hydro Agreement—Would Mean Heavy Obligations

At a special meeting of the Village Council of Shallow Lake yesterday first reading was given a bylaw granting the Walkerton Electric Light and Power Company right to erect poles, string wires and transmit electric current on the streets of the village. This is the Foshay power interests' first appearance in the County of Grey. Up to the present they have confined their extensions to Bruce County. The transmission line will be run from the Village of Hepworth, two miles distant, where the company is installing a lighting system.

The Shallow Lake authorities approached the Foshay interests some time ago to bring their current to the village. The Council decided not to enter an agreement with the Hydro Commission because it feared that heavy obligations would have to be incurred by the village. In order to avoid having to go to the Grey County Council for permission to place poles along the county highway from Hepworth to Shallow Lake, permission will be sought from the farmers along the route to place the poles inside the fences. Thus it will be necessary to obtain only the permission of the Township of Keppel to place wires over the cross-roads.

MAINTENANCE BECOMING A HEAVY BURDEN

With the tremendous increase in automobile traffic all over Canada, officials of the Canadian Good Roads Association are gathering data as to maintenance costs of improved highways. These figures will be analyzed and will be used as a further argument for an enlargement of the federal aid grant to the highways of the different provinces.

Figures already obtained show that the average cost of maintenance of all gravel roads in Ontario is \$627 per mile. This includes all rentals and replacements chargeable to maintenance. On a similar basis, the average cost for maintenance of highways in Quebec is \$683 per mile. It is stated on all sides that no province can afford to let its roads deteriorate. On the other hand, public opinion is strongly in favor of making them better and better. A rough estimate places the mileage of gravel roads which should be maintained throughout the country at 30,000, which at \$600 per mile for maintenance, means an expenditure of \$18,000,000 annually. During the last ten years the federal government has voted \$20,000,000 towards the betterment of roads. Of this sum, Ontario and Quebec received about one-quarter each. At the present time no grants for roads are being given the provinces.

TEMPERATURES FOR PAST WEEK

	S.a.m.	Max.	Min.
Thursday	54	67	49
Friday	50	71	39
Saturday	58	80	46
Sunday	67	84	59
Monday	68	84	58
Tuesday	70	86	62
Wednesday	67	86	60